

航行计划

PASSAGE PLAN

第一部分: 航次评估(Part A: Appraisal)

QSEP-7.4.2-FMM03-1301

航前会议 Pre-Sailing meeting held MASTER C/O 2/O 3/O C/E	日期 Date : 09-05-2013
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(1) 航次概述 Voyage Descriptions:

航次 Voyage No.	143	始发港 From	KUSHIRO	到达港 To	VANCOUVER BC,CANADA
a. 货物名称 Cargo	NIL	b. 货物重量 Cargo Weight	0	c. 危险货名 IMO Goods	NIL
d. 危险级别 UN Class No.	NIL	e. 船舶初稳性高度 GM	8.03M	f. 船体强度校核 BM/SF	93% ,40%
g. 预计航速 Estimate Speed	12.5KT	h. 总海上航程 Total sea distance.	3847NM	i. 离港淡水量 FW on departure	186MT
j. 始发港限制水深/比重 Dep.Port draft limit / S.G.	10.5M/1.025	k. 始发港海水/河水修正量 Dep.Port F.W.A.	NIL	l. 始发港潮时/潮高范围 Dep.Port tidal time / range	0942:104CM 1641:50CM
m. 到达港限制水深/比重 Arr. Port draft limit / S.G.	15.3M/1.025	n. 到达港海水/河水修正量 Arr. Port F.W.A.	NIL	o. 到达港潮时/潮高范围 Arr.Port tidal time / range	0210:311CM 0650:407CM
p. 预计重燃油消耗量 Estimated F.O. consumption	312MT	q. 离港时重燃油存量 ROB F.O. on departure	664.4MT	r. 需补充重燃油量 F.O to be replenished	1000
s. 预计轻燃油消耗量 Estimated D.O. consumption	5.0MT	t. 离港时轻燃油存量 ROB D.O. on departure	94.7MT	u. 需补充轻燃油量 D.O to be replenished	NIL
v. 淡水每日消耗/造水量 F.W. daily consumption / made	9MT/13MT	w. 预计离港最大吃水(1.025) Est. max depart draft at 1.025	7.55M	x. 预计抵港时最大吃水(1.025) Est. max arrival draft at 1.025	7.48M
y. 备件物料是否充足? Spare parts/Store sufficient?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	z. 伙食/药品是否充足? Food/Medicine sufficient?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Z. 最大可能的船舶下沉量: 开/受限 Max. possible Squat : open/restricted	1.19/2.38

注: 1. 航道水深和潮高等资料, 参考相关海图或航行资料, 并应从引水员、租船人、港口代理等处加以核对; 2. 船舶下沉量的计算: 开阔水域按 $C_b \cdot V^2 / 100$ 计算, 受限水域按 $C_b \cdot V^2 / 50$ 计算 (C_b 为方形系数, 可按吃水在 LOADING MANUAL 查出), 船长及驾驶员要根据船舶吃水及其勘验精度、航行下沉量、船舶纵横倾、航道水深/浅点、海图测量精度、潮汐、风暴潮引起的增水/减水、盛行风/涌浪、水密度变化等情况, 谨慎计算/确定船舶最少富裕水深 (在港口水域还要执行当地最少富裕水深的规定), 确保船舶在任何时候都有足够; 3. 龙骨下富裕水深 (UKC) = (海图水深+潮高) - 船舶静态最大吃水 - 船舶下沉量。

(2) 航用图书的改正 Corrections of Nautical Publications and Charts:

Charts / Publications applicable for this passage have been corrected to Notice To Mariner No.	08 / 2013
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(3) 预计所经航区气象、水文和海洋数据及其它情况

Estimate meteorological, hydrographic, oceanographic & others within navigation areas:

	Estimated Date/Position	Description
盛行的风浪 Prevailing wind force	NORTH PACIFIC OCEAN	NNE 5-6
大风浪及恶劣天气区域 Rough Weather Area	NORTH PACIFIC OCEAN	NNE 6-8
洋流 Favourable current	NORTH PACIFIC OCEAN	E 0.5-10KT
冰况 Ice situation	NIL	

(4) 船舶机械和航海仪器、设备状况 Shipboard machinery & navigational instruments/equipment Status :

Operational condition:	ALL IN GOOD WORKING CONDITION
List of failures:	NIL
Any failures effect to implement passage?	NIL

(5) 评估结果声明 *Declaration of result of appraisal :

This passage plan's appraisal stage has been conducted in accordance with the IMO A.893(21) & QSEP-7.4.2-ISS02 by Master and ship's officers, found all favorable & ship is capable to implement this voyage. YES.
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*Result of appraisal must be positive, otherwise to be re-appraisal after correction action/measure completed.

第二部分：计划制定 (Part B: Planning)

(6) 本航次所用海图清单 List of charts to be used on passage:

海图种类 Kinds of Charts	海图号 Charts No.	基准数据说明 Refer to datum
WGS-84 Datum Charts	4053 4511 1803 JP1032 JP31 4522 4873 4810 4806 4050 4920 4922 4945 4947 4950 4953 4954 4951 4952 4962 4963 4964	WGS-84
NON WGS-84 Datum Charts	NIL	

*通常GPS设为WGS-84基准数据。用非WGS-84基准数据海图时，应据海图基准对GPS进行调整，否则GPS读数不能直接画到海图上。

(7) 本航次所用无线电信号表清单 (NP281-286) List of Radio Signals to be used on passage:

<input type="checkbox"/> Volume 1 Part 1	<input type="checkbox"/> Volume 3 Part 1	<input checked="" type="checkbox"/> Volume 5	<input type="checkbox"/> Volume 6 Part 3	<input checked="" type="checkbox"/> Volume 6 Part 6
<input checked="" type="checkbox"/> Volume 1 Part 2	<input checked="" type="checkbox"/> Volume 3 Part 2	<input type="checkbox"/> Volume 6 Part 1	<input type="checkbox"/> Volume 6 Part 4	<input type="checkbox"/> Volume 6 Part 7
<input checked="" type="checkbox"/> Volume 2	<input checked="" type="checkbox"/> Volume 4	<input type="checkbox"/> Volume 6 Part 2	Volume 6 Part 5	<input type="checkbox"/> Other

(8) 本航次所用灯标信号表清单 List of Lights to be used on passage:

<input type="checkbox"/> Volume A	<input type="checkbox"/> Volume D	Volume G	<input type="checkbox"/> Volume K	<input type="checkbox"/> Other
<input type="checkbox"/> Volume B	<input type="checkbox"/> Volume E	<input type="checkbox"/> Volume H	<input type="checkbox"/> Volume L	
<input type="checkbox"/> Volume C	Volume F	<input type="checkbox"/> Volume J	<input checked="" type="checkbox"/> Volume M	

(9) 本航次所用其它参考图书 Other Nautical publications to be consulted on passage:

航路指南 Sailing Direction NP#	NP:25 41	潮汐表 Tide Tables	CHINESE EDI VOL4
船舶分道通航 IMO Ship's routing	SHIP'S ROUTING 2010	航警/气象接收 Navigation warning/Weather report	NAVTEX INM-C
进港指南 Guide to port entry	VOL 1	气导服务及其它有关资料 Ocean Route Services & Others	BURUM

(10) 航行水域: 狭水道、分道通航、控制区、其他开阔水域

Navigation area: narrow channel、traffic separation zone、control and Others open Area

	所处位置 (转向点号) Location (WP, NO.)	驾驶台值班安排 Bridge team arrangement	要求最小安全的富余水深 Required Mini safety UKC	其它安全措施 Other Safety Measures
离港 Departure	WP03-05	Master;(Pilot);OOW;AB/2	>3.5M	Fwd lookout, SBE& Anchor,SAFE SPD
狭窄水道 Narrow Channel	WP 03-05,25-45	Master;OOW;AB/2	>10% Max.draft	Fwd lookout, SBE& Anchor,
分道航行 Traffic Separation Zone	WP25-41	Master;OOW;AB/2	>3.5M	Fwd lookout, SBE& Anchor,
航行控制区 Traffic Control Area	TRAFFIC,VICTORIA TRAFFIC,SEATTLE	Master;(Pilot);OOW;AB/2	>10% Max.draft	Fwd lookout, SBE& Anchor,
特殊区域* Special Areas*	NIL	NIL	NIL	NIL
当局特别规定的污染控制区 Government control areas	NIL	NIL	NIL	NIL
其他开阔水域 Others open Area	WP15-25	OOW; AB	>2 Times of max. draf	Actual UKC >20m.
抵港 Arrival	WP44-45	Master;(Pilot);OOW;AB/2	>10% Max.draft	Fwd lookout, SBE& Anchor,SAFE SPD

*参MARPOL 73/78附则I 第II章第10条定义, 包括:地中海、波罗地海、黑海、红海、海湾、亚丁湾、南极区域、西北欧区域

(11) 不得进入区域、危险物、避险线和安全距离的标注

Description of No-Go Areas, Hazards, Parallel Hedge Lines & Safety Distance:

航线附近的不得进入区域、危险物、避险线和安全距离均在海图上加以标注 All No-Go Areas & Hazards, Parallel Hedge Lines & Safety Distance have been remarked at charts.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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(12) 应急抛锚区/应急措施

Description of Emergency Anchoring Areas& Other contingency measures / emergency actions:

Contingency Anchorage	SEE BA CHART :JP31(POSN: 42-59.1N,144-17.2E), BA4962(POSN:49-17.9N 123-13.3W)
contingency measures / emergency actions	Take actions according to contingency plan in case in emergency.

(13) 计划航线转向点 (经纬度) (可附页)

Way points for the Planned voyage (Latitude and Longitude)(Can be continued by attached pages):

始发地

KUSHIRO

目的港: VANCOUVER

总航程/时间

3847NM/308HRS

From:

To:

Distance/Hours:

编号	经纬度		航距 Range	真航向 True. course	定位手段 Methods of position observe	是否满足最小安全的 富裕水深 Sufficed Mini safety UKC : Yes or No	其他或需要采 取的安全措施等 others or Necessary Safety Measures etc.
	Latitude	Longitude					
3	42-59.77N	144-19.83E					KUSHIRO BERTH NO.12
4	42-59.65N	144-19.25E	0.4	254°	RADAR & GPS	YES/3.2M	FWD,LOOK OUT,SAFE SPD,SBE & ANCHOR
5	42-58.83N	144-16.85E	2	245°	RADAR & GPS	YES/5.4M	FWD,LOOK OUT,SAFE SPD,SBE & ANCHOR
6	42-58.45N	144-16.85E	0.4	180°	RADAR & GPS	YES/8.8M	FWD,LOOK OUT,SAFE SPD,SBE & ANCHOR
7	02-13.5N	144-30E	16.6	144°	GPS	YES10.3M	KEEP SHARP LOOK OUT &SAFE SPEED
15	42-50N	145-40E	51.7	084°	GPS	YES	KEEP SHARP LOOK OUT &SAFE SPEED
16	45-00N	151-15E	275	062°	GPS	YES	KEEP SHARP LOOK OUT &SAFE SPEED
17	47-20N	160-00E	390	069°	GPS	YES	KEEP SHARP LOOK OUT &SAFE SPEED
18	49-15N	170-00E	416	074°	GPS	YES	KEEP SHARP LOOK OUT &SAFE SPEED
19	50-00N	178-00E	315	082°	GPS	YES	KEEP SHARP LOOK OUT &SAFE SPEED
20	51-00N	160-00W	843	086°	GPS	YES	KEEP SHARP LOOK OUT &SAFE SPEED
21	50-50N	150-00W	379	092°	GPS	YES	KEEP SHARP LOOK OUT &SAFE SPEED
22	49-40N	140-00W	391	100°	GPS	YES	KEEP SHARP LOOK OUT &SAFE SPEED
23	48-28N	132-34W	302	104°	GPS	YES	KEEP SHARP LOOK OUT &SAFE SPEED
24	48-25N	126-00W	262	091°	GPS	YES	KEEP SHARP LOOK OUT &SAFE SPEED
25	48-28.6N	125-10W	33.4	084°	RADAR & GPS	YES	KEEP SHARP LOOK OUT &SAFE SPEED
26	48-28.6N	124-43.6W	17.5	090°	RADAR & GPS	YES	KEEP SHARP LOOK OUT &SAFE SPEED
27	48-13.4N	123-55W	35.8	115°	RADAR & GPS	YES	KEEP SHARP LOOK OUT &SAFE SPEED
28	48-13.4N	123-30W	16.7	090°	RADAR & GPS	YES	KEEP SHARP LOOK OUT &SAFE SPEED
29	48-15.2N	123-26.4W	3	053°	RADAR & GPS	YES	FWD,LOOK OUT,SAFE SPD,SBE & ANCHOR
30	48-21.9N	123-23W	7.1	019°	RADAR & GPS	YES	FWD,LOOK OUT,SAFE SPD,SBE & ANCHOR
31	48-21.9N	123-17.8W	3.5	090°	RADAR & GPS	YES/71.6	FWD,LOOK OUT,SAFE SPD,SBE & ANCHOR
32	48-24.7N	123-10.3W	5.7	061°	RADAR & GPS	YES/70.7	FWD,LOOK OUT,SAFE SPD,SBE & ANCHOR
33	48-28N	123-09.5W	3.3	009°	RADAR & GPS	YES48.7	FWD,LOOK OUT,SAFE SPD,SBE & ANCHOR
34	48-35N	123-12.9W	7.4	342°	RADAR & GPS	YES/64.7	FWD,LOOK OUT,SAFE SPD,SBE & ANCHOR
35	48-41.4N	123-14.9W	6.5	348°	RADAR & GPS	YES	FWD,LOOK OUT,SAFE SPD,SBE & ANCHOR
36	48-46N	123-02W	9.7	062°	RADAR & GPS	YES	FWD,LOOK OUT,SAFE SPD,SBE & ANCHOR
37	48-50.3N	122-57W	5.4	038°	RADAR & GPS	YES/68.7	FWD,LOOK OUT,SAFE SPD,SBE & ANCHOR
38	49-04.2N	123-21W	21	311°	RADAR & GPS	YES	FWD,LOOK OUT,SAFE SPD,SBE & ANCHOR
39	49-16.7N	123-18.2W	12.6	008°	RADAR & GPS	YES	FWD,LOOK OUT,SAFE SPD,SBE & ANCHOR
			2	041°	RADAR & GPS	YES/51.7	

Way points for the Planned voyage (Latitude and Longitude)(Can be continued by attached pages):

总航程/时间
Distance/Hours: 3847NM/308HRS

ED 002238 00004297-00004

(14) 船长对执行本航次的指示(可附页)

Master's Orders for this passage (Can be continued by attached pages):

1. COLREG(1972) MARPOL AND STCW SHOULD BE OBSERVED ALL THE TIME, REGULATION 34 OF SOLAS CHAPTER V SHOULD BE TAKEN INTO ACCOUNT.
2. PAY PARTICULAR ATTENTION TO ALL TRAFFIC ESPECIALLY THE SMALL FISHING BOAT
3. THE VTS REPORTING RULES SHOULD BE STRICTLY OBSERVED WHILE NAVIGATING IN TRAFFIC CONTROL AREA.
4. GARBAGE DISPOSAL REGULATION / RULES SHOULD BE STRICTLY OBSERVED.
5. OFFICER ON DUTY SHOULD MONITOR PILOT'S ABILITY & CONDUCT.
6. RECEIVE EGC MSG/ NAV WARNING FROM NAVTEX OR INM-C, PLOT ON RELEVANT CHART IF AFFECT OWN VESSEL.
7. KEEP SHARP LOOKOUT & KEEP CLEAR OF ALL SHIPS AND OBSTRUCTIONS, SHALLOW WATER.
8. OTHER INSTRUCTION SEE MASTER'S STANDING ORDER & BRIDGE NIGHT BOOK

CAPT. LIU XIQUAN

第三部分：实施（Part C: Execution）

(15) 完成后的《航行计划》，从船舶开航至航行结束，置放在驾驶室显著位置，各驾驶员应提前熟识其内容，签字确认并严格执行。执行中重点关注：

Having finalized the voyage plan, to be placed obviously a on bridge t all times within the whole voyage, and should be executed in accordance accordingly. Taking into account:

No.	Description	YES	NO
1	Does The plan and supporting information is available at all times on the bridge to allow navigating officer immediate access and reference to the details, and executed in accordance with it ?		
2	Does OOW make Expected time of arr. at critical points for tide heights & flow? Does the stream Tidal inf. obtained from the chart or tidal stream atlases, be included in the plan when the time of transit of the relevant area is known? Does current inf. be obtained & shown on the chart?		
3	Checking all vessel's navigational equipment & ancillary watch keeping equipment , chart table equipments ,to be reliability and in order. (Such as— light levels adjusted as required; The availability and where about of spares is checked; Whistle testing; Switching on & testing communications equipment both internal (telephones & portable radios) & external (VHF & MF, Navtex, Inmarsat & GMDSS system; Confirming that all clocks & recording equipment are synchronized).		
4	Does prevailing meteorological conditions, (particularly in areas known to be affected by frequent periods of low visibility) as well as weather routing information was checked accordingly?		
5	Does daytime versus night-time passing of danger points, and any effect this have on position fixing accuracy? Does traffic conditions, especially at navigational focal points was been taken additional consideration?		
6	After ensuring that the scanners are clear, switching on /tuning radars and setting appropriate ranges and modes.		
7	Does Master's Standing Orders, Bridge Night Book, as well as Other instructions was familiar and been observed by OOW?		

第四部分：监控（Part D: Monitoring）

(16) 确保监控设备有效工作 Make sure all monitoring equipment is effective:

GPS Track deviation monitor:	Gyro Compass failure alarm:	Auto-pilot off-course alarm:
GPS WP monitor:	ARPA monitor:	Echo Sounder UKC monitor:
Engine Shut down monitor:	Nav. Lights failure alarm:	Steering gear failure alarm:

(17) 船长每日驾驶室例行检查 Master's daily inspection:

检查驾驶员的操作和用过海图 Examine OOW's behaviors & charts used:	
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(18)检查各安全检查表是否按规定执行和填写 Examine all safety check lists to be properly followed & filled in:

Vessel navigating in restricted Vis.	Helicopter/ship operations checklist	Safe navigation in Ice district
Safe navigation in rough weather	Ship in/out Harbour safety checklist	Pilot card checklist:

(19)互查和自查:驾驶员交接班应满意下列 When change-over, OOWs should satisfy themselves regarding follows:

Position, course, speed & draught	M/E & Bridge watch-keeping arrangement	The error of gyro & magnetic compass
Weather, visibility, tides, currents	Equipments used or likely to be used	Presence & movement of ship in the vicinity
Condition&hazards likely to be encountered	Heel, trim, water density & squat on UKC	Any special deck or E/R work in progress

航行计划制定日期及签署:

Passage planning made by 2/O:

Date :

Plan approved by Master :

Date :

Plan read by 3/O:

Plan read by C/O:

Date :

Date :

(20)航次完成后，船长评价(可附页)Master's Comments when voyage completed: (Can be continued by attached pages)

Does the ship's machinery, equipments, cargo lashing, stowing, draft, etc. was suitable for the passage?	
Does All measures, action taken to prevent lost or damage was efficient?	
Does all regulations was observed by OOWs ? All checklists has been followed & completed properly?	
Any emergency, abort, contingency, accidents occur during this passage? If yes, please brief it.	

Plan Commented by Master :

Date :

注：每次对航行计划内容的更改，船长及各
位驾驶员必须(或在更改处) 签字确认

存稿位置：二副26(A)